

ARCADIA MUNICIPAL AIRPORT

ARCADIA
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Arcadia Municipal Airport is located on the southeast side of Arcadia, south of State Route 70, west of State Route 31, and is accessible from Airport Road. Arcadia is located approximately 30 miles northeast of the Port Charlotte/Punta Gorda area, via US Route 17.



Existing Facilities

Arcadia Municipal is served by two runways. Runway 13/31 is 2,780 feet long by 140 feet wide, and Runway 05/23 is 3,700 feet long by 75 feet wide. Runway 13/31 is turf and has no lighting. There is a displaced threshold and a parallel taxiway that is 140 feet wide with no lighting. There are no navigational aids. The overall turf condition is excellent.

Runway 05/23 is an asphalt runway with MIRL lighting and a parallel taxiway that is 50 feet wide with MITL lighting. The overall pavement condition is good. The airport has a general aviation terminal building to serve pilots and passengers. The building covers 3,000 square feet. There are 20 on-airport auto parking spaces to serve the terminal. There are 15 tie-down spaces and 20 T-hangars. The T-hangars are 100 percent filled, and the tie-down spaces are 50 percent filled.

Current and Forecast Demand

GENERAL AVIATION

The largest plane that uses the airport on a regular basis is a Piper Navajo or Beech Super King Air aircraft. The current Airport Reference Code (ARC) as defined by the FAA Advisory Circular 150/5300-13 for the airport is B-II. The airport currently reports 31 based general aviation aircraft. Of this total, approximately 20 are in T-hangars or conventional hangars. The airport presently reports five spaces on the waiting list for hangars. The current FDOT Work Program for Arcadia Municipal does not show additional covered storage spaces. However, the airport has completed site development for an additional 10 T-hangars. Historic and forecast FDOT aviation activity information on file for the airport follows:

Arcadia Municipal Airport	2008	2013	2018	2028
Based Aircraft	31	32	34	36
General Aviation Operations	19,370	20,008	20,667	22,050
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, the airport concentrates primarily on serving general aviation aircraft. The airport presently focuses on recreational activity and flight training. In the future, the airport sees itself serving more flight training activity, along with more recreational, business, and air taxi operations. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future role is to build and/or increase its reputation as a recreational and corporate general aviation facility. The airport has 70 acres remaining for development and would like to create one-acre lots to be used solely for aviation. The airport is not currently faced with poor community relations issues, invasive manmade factors, or environmental concerns. However, depending on what Arcadia Municipal Airport would like to accomplish, it is believed that financial shortfalls could potentially challenge the airport's plans for future development. Despite possible financial setbacks, the airport does see itself experiencing modest growth in the coming years.

Arcadia Municipal Airport does not have any flight training schools located on the facility, however, flight training is a component of this airport's general aviation activity. Roughly 30 percent of the airport's annual operations are related to flight training. Another 20 percent of the airport's annual activity is made up of corporate and business general aviation operations. Approximately 10 percent of the airport's based aircraft are owned by local businesses. Local agricultural companies use the airport's general aviation facilities for business activity. The airport also attracts a number of transient general aviation aircraft. Visiting businesses that use Arcadia Municipal include companies related to real estate, medical, flight school, and air taxi personnel. The airport does not support an industrial park. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that it has 40 military operations annually.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent master plan completed in 1994 and its most recent ALP completed in 1994. As part of its process to plan for near term and longer term development needs, the airport has identified the following two initiatives as being needed in the near term:

- Construction of 10 T-hangars.
- Access Road.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport offers flight training and serves mostly recreational aviation, making it a Recreational/Sport and Flight Training airport. It plans to continue offering flight training and serving recreational aviation, although it does not have viable quotients in any category because of its low indices in Land Use Compatibility, Financial and Socioeconomic.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate		
Tourism		
Recreational / Sport	X	X
Business / Recreational		

WAUCHULA MUNICIPAL AIRPORT

WAUCHULA
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

Wauchula Municipal Airport is located in Hardee County, approximately five miles southwest of Wauchula.



Existing Facilities

Wauchula Municipal Airport has one paved runway, Runway 18/36, 4,000 feet long by 75 feet wide and in good condition equipped with a medium intensity lighting system (MIRLs). The runway is served by a full length lighted parallel taxiway (35' wide). The airport has a rotating beacon, windsock, PAPIs, and REILs. The airport has an FBO office that provides a small pilot's lounge. Vehicular parking is typically accommodated in the grass areas. There are currently 19 tie-down spaces.

Current and Forecast Demand

GENERAL AVIATION

The largest plane that uses the airport on a regular basis is a Beechcraft King Air C90-1. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. General aviation constitutes all of the airport's annual activity. The airport currently reports 47 based general aviation aircraft. Of this total, 56 percent of the based aircraft are stored on paved tie-downs and 44 percent are in T-hangars or conventional hangars. The airport reports a 10 aircraft waiting list for hangars.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Wauchula Municipal Airport follows:

Wauchula Municipal Airport	2009	2014	2019	2029
Based Aircraft	47	53	60	76
General Aviation Operations	8,200	8,576	8,969	9,809
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational activity. The airport does not serve flight training but does see increasing its recreational and business activity. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future role is to increase as a recreational and business airport. The community has spurred an effort to build a new airport to become more of a cargo facility. Additionally, the airport sees itself growing modestly.

Flight training is a component of this airport's general aviation activity. Roughly 10 percent of the airport's annual operations are related to flight training. General aviation operations related to corporate and business users do occur on a limited basis. The airport estimates that less than 20 percent of its annual general aviation operations are business related. Local banks are the primary business users of the airport. The airport also attracts a number of transient, or visiting, general aviation aircraft. Visiting businesses that fly into the airport make up a portion of the annual operations. There are plans to develop 20 acres west of the runway for both aviation and non-aviation related services. The airport does not have any based military aircraft and does not accommodate transient military operations.

OTHER AIRPORT CHARACTERISTICS

The airport's last master plan was completed in 1998.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport (experimental, ultralights) and Business/Recreational (skydiving, agricultural spraying) services. The airport plans to increase its flight training, and recreational operations, and initiate charter operations. The airport is best suited for providing Recreational/Sport services, with Tourism (CA) a close second. The airport suffers from a lack of an air traffic control tower, an instrument approach, a low Land Use Compatibility and Financial score, all of which make it unsuitable for future Flight Training and Business/Recreational services.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training		
Corporate		
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	

AIRGLADES AIRPORT

CLEWISTON
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

Airglades Airport is located in Hendry County near the Town of Clewiston.



Existing Facilities

Airglades Airport is served by two intersecting runways with one runway being active. The turf runway is closed because it is not approved by the FAA. The main runway, Runway 13/31, is 5,950 feet long by 75 feet wide and is constructed of asphalt. The airport has MIRL, MITL, PAPI, VASI, and a parallel taxiway. The overall pavement condition is good. There is an administration building with 1,500 square feet. There are 25 paved auto parking spaces, 23 tie-downs for the general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 20 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary in the near term, including the installation of an AWOS, development of T-hangars, and a clear approach. The airport had its most recent master plan completed in 1993 and its most recent airport layout plan (ALP) completed in 1995. The target finish date for the newest ALP was 2003.

Current and Forecast Demand

GENERAL AVIATION

Airglades Airport serves the needs of general aviation users. The largest plane that operates on a regular basis out of the airport is a Cessna Caravan or Citation Excel. The airport currently reports 27 based general aviation aircraft. Of this total, approximately 31 percent of the aircraft are stored on paved tie-downs and 69 percent are in T-hangars or conventional hangars. The airport currently reports a waiting list of six aircraft for hangar space. The current FDOT Work Program for Airglades shows additional covered storage spaces. The airport has a local trade program that teaches aircraft repair.


Historic and forecast FDOT aviation activity information on file for Airglades Airport is as follows:

Airglades Airport	2009	2014	2019	2029
Based Aircraft	24	28	32	42
General Aviation Operations	11,527	12,915	14,470	18,165
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving the area's general aviation needs. Airglades Airport focuses heavily on business flights, flight training, recreation, and air taxi operations. The airport could potentially attract Very Light Jet (VLJ) related air taxi operations. Growth in the future is likely to be very minimal because Airglades is located in a rural community. The airport's ability to grow is not restricted by manmade factors, environmental factors, or community relations issues. Possible hindrances may result because of financial shortfalls. The airport's vision for the future is to provide a larger facility so as to accommodate more corporate and general aviation users. The airport also wants to establish an industrial complex on 700 acres of the Airport's property.



Flight training is a component of this airport's general aviation activity. Roughly 15 percent of the airport's annual operations are related to flight training. Almost 45 percent of the airport's annual operations are related to business traffic. Another 25 percent of annual operations are related to visiting aircraft. Three percent of the annual operations are attributed to air taxi/charter operations. There are two major agricultural companies that have planes based at Airglades Airport. Approximately seven based aircraft are business related and have their own fuel farms. The FBO provides fuel for all other tenants and visitors. The airport also serves interests related to skydiving, agricultural spraying, and recreational flyers.

The airport supports an industrial park that currently has two buildings. The industrial park has a total of 75 lots. The industrial park is located less than 1 mile northeast of the airport. While the airport does not have any based military aircraft, there are transient military flights. Annually, there are approximately 28 military helicopter operations at Airglades.

OTHER AIRPORT CHARACTERISTICS

Airglades Airport has accomplished a number of improvements over the last few years. In 1999, Runway 04/22 was extended and auto parking, a fuel farm, loading apron, and taxiway were all constructed. Recently, construction was completed on a new general aviation terminal building, hangar removal and reconstruction took place, an NDB & RCO were installed, an environmental assessment was conducted to strengthen/lengthen Runway 13/31, and a parallel taxiway system was added to Runway 13/31.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

This airport caters to skydiving operations, making Recreational/Sport its primary current service. It has no flight schools, nor does it have any plans to obtain one. It also reports a high level of agricultural spraying, making it a Business/Recreational service airport as well. It expects to continue serving skydivers, so it will continue to be a Recreational/Sport airport. Its second highest quotient was in the Tourism category, making Tourism (CA) a potential future service. It had the same quotient in Corporate and Business/Recreational. It is expected to continue serving Business/Recreational needs (because of the combination of its charter, ag spraying, military, medical flights, and environmental patrols) and has the same relative capability to meet Corporate needs, based on the identical quotients.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training		
Corporate		X
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	X

LA BELLE MUNICIPAL AIRPORT

LA BELLE
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



La Belle Municipal Airport is located in Hendry County in South Florida, approximately 30 miles northeast of Fort Myers. The airport is located just south of La Belle, and is accessible from the north and south by County Route 29 and from the east and west by State Route 80.



Existing Facilities

La Belle Municipal is served by one runway, Runway 14/32, 5,254 feet long by 75 feet wide with low intensity runway lights. The runway is served by a parallel taxiway that is 25 feet wide with low intensity taxiway lights. The overall pavement condition is good. La Belle has a non-precision GPS approach to both ends of the runway. There is an unmarked turf area parallel to Runway 14/32 on the west side that is not approved by the FAA, and a pilot must gain permission from the airport manager before using the area for aircraft operations.

The airport has a 900 square foot administration building to serve general aviation pilots and passengers. There are 25 paved auto parking spaces to serve the general aviation passengers and pilots. There are currently 25 paved tie-down spaces and 10 tie-downs in the grass.

The airport has identified several initiatives as necessary to serve levels of demand in the near term. The airport's most recent master plan was completed in 2009.

Current and Forecast Demand

GENERAL AVIATION

General aviation constitutes a considerable portion of the airport's annual activity. According to the 2009 inspection, there are 60+ based general aviation aircraft. Of this total, approximately 17 percent of the aircraft are stored on paved tie-downs, and 83 percent are in T-hangars or conventional hangars. The airport presently reports 13 aircraft on the waiting list for hangars. The current FDOT Work Program for La Belle Municipal Airport does not reveal plans to add covered storage spaces. The airport does participate in a youth program called Young Eagles. This program encourages children to fly by allowing them to visit the airport and facilities.

Historic and forecast FDOT aviation activity information on file for the airport is as follows:

La Belle Municipal Airport	2009	2014	2019	2029
Based Aircraft	90	99	110	134
General Aviation Operations	22,000	23,829	25,810	30,280
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

La Belle Municipal Airport currently serves as a general aviation airport. The airport focuses primarily on serving recreational aircraft. The airport does receive activity from local businesses and flight training. Flight schools are not officially located at the airport, but there are several pilots who offer freelance pilot training. The airport hopes to eventually have an official flight school. The airport also sees recreation and air taxi operations increasing in the future. The airport sees itself growing significantly, as there are currently no environmental factors or community relations issues. In the future, the airport would like to expand all of its current uses and provide more modern amenities to pilots and the community. La Belle Municipal Airport hopes to achieve the aforementioned goals by increasing navigational aids, storage, and by offering more recreation and a restaurant.

Currently, flight training is a component of the general aviation activity. Roughly 25 percent of the airport's annual operations are related to flight training. There are several individuals that conduct freelance pilot training, but the majority of the annual operations come from other flight schools that use the facility. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 10 percent of its annual general aviation operations are business related. Approximately 10 percent of the airport's based aircraft are owned by local businesses. Roughly 15-20 percent of all visiting general aviation aircraft fall into the business jet category. The airport does not support military activity.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Recreational/Sport and Business/Recreational (agricultural spraying, traffic reporting, medical flights, environmental patrol, and fire fighting) services. Flight training is provided by a freelance flight instructor. There are no formal flight schools at the airport. The analysis shows that the airport is not well suited to support any services. The airport would like to attract a formal flight school, but based on its highest quotient the best future use of the airport is providing Recreational/Sport services.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	
Corporate		
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	

AVON PARK EXECUTIVE AIRPORT

AVON PARK
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Avon Park Executive Airport is located on the west side of Avon Park, which is in the northwest corner of Highlands County in south central Florida. The airport is located on State Road 64, one mile west of U.S. Highway 27. Avon Park is located on U.S. Highway 27 approximately 25 miles south of Lake Wales and State Road 60.



Existing Facilities

Two asphalt runways serve Avon Park Executive Airport. These runways are Runway 04/22 which is 5,364 feet long and 100 feet wide and in good condition, and Runway 09/27 which is 3,825 feet long and 75 feet wide and in good condition. Runway 04/22 is served by a full parallel taxiway that is 35 feet wide. Runway 09/27 is served by a partial taxiway that is 30 feet wide. Runway 04/22 has both PAPIs and REILs. Runway 09/27 has PAPIs. The airport has a 5,000 square foot general aviation terminal building to serve pilots and passengers. There are 18 on-airport auto parking spaces to serve the terminal. There are 11 tie-down spaces and 58 T-hangars. The airport also has two corporate hangars and one building suitable for a maintenance operation.

The airport has identified several initiatives as necessary to serve general aviation demand in the near term. A complete Master Plan rewrite is scheduled to begin in 2010.

Current and Forecast Demand

GENERAL AVIATION

The largest plane that uses the airport on a regular basis is a Gulfstream IV/V. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is C-II. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 61 based general aviation aircraft. Of this total, approximately 52 are in T-hangars or conventional hangars. The airport presently reports vacancies.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Avon Park Executive Airport follows:

Avon Park Executive Airport	2009	2014	2019	2029
Based Aircraft	61	66	71	82
General Aviation Operations	32,400	33,550	34,741	37,251
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.



COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational activity and flight training with a growing corporate presence becoming more evident. They do not see the airport serving more flight training activity, but they do see the airport serving more recreational and business activity. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future goal is to grow as a corporate and recreational airport. The airport does not report any restrictions on the future growth of the airport as a result of community relations, manmade factors, or financial shortfalls. Additionally, the airport sees itself experiencing modest growth in the coming years.

Flight training is a major component of this airport's general aviation activity. Roughly 20 percent of the airport's annual operations are related to flight training. There is one flight school on the property and it has based aircraft at the airport dedicated to flight training. General aviation operations related to corporate and business users are also common at the airport. The airport estimates that 40 percent of its annual general aviation operations are business-related. Approximately 40 percent of the airport's based aircraft are owned by local businesses. Approximately 5 percent of all visiting general aviation aircraft fall into the business jet category. The airport does not support an industrial park. However, approximately 30 acres of airport property are being leased for non-aviation activities that include a five-building complex on 32 acres east of Runway 22.

OTHER AIRPORT CHARACTERISTICS

Recent airport improvement projects include the complete rehabilitation of the secondary runway, Runway 9/27, to include Medium Intensity Runway Lights. An Automated Weather Observation System was installed and the general aviation apron was moved and expanded. The airport is now completely enclosed with a perimeter fence with access-controlled gates. Other recently completed projects include the construction of a new terminal building that is providing space for the Fixed Base Operator, airport administration, flight training and airport operations, and the completion of a Runway Safety Area Study. Future projects include a complete rewrite of the Airport Master Plan, and a parallel taxiway for Runway 09/27.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport has one flight school and serves mostly recreational aviation, making it a Flight Training and Recreational/Sport airport. It also serves an agriculture spraying operation, making it a Business/Recreational airport. The airport would like to continue serving flight training in the future, but not recreational aviation. Instead, it would like to cater to business jets. However, its low Corporate quotient, due to low Land Use Compatibility, Financial and Approaches indices, indicate that this is not a good airport for providing Corporate service. It received the same quotient for Business/Recreational, indicating that it does not have the necessary facilities to serve this segment in the future.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate		
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	

SEBRING REGIONAL AIRPORT

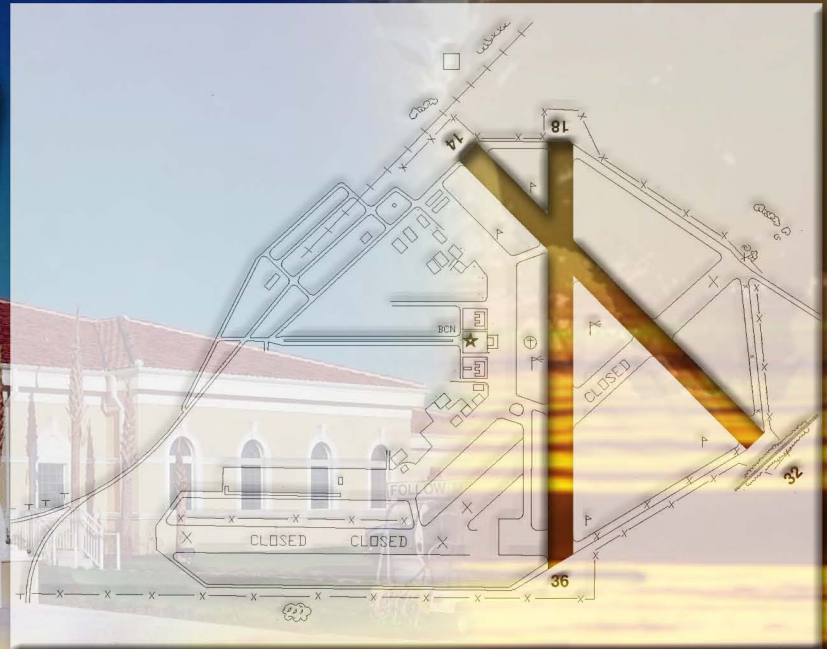
SEBRING
GENERAL AVIATION AIRPORT



Sebring Regional Airport

AIRPORT LOCATION

Sebring Regional Airport is located in Highlands County in south central Florida, approximately 85 miles east of Bradenton and 90 miles west of Port Saint Lucie. The primary highway access from the north and south is US Routes 17 and 27, from the east is US Route 98, and State Route 66 from the west.



Existing Facilities

Sebring Regional Airport and Commerce Park, owned and operated by Sebring Airport Authority (SAA), is served by two intersecting runways; Runway 14/32, which is 4,330 feet long by 100 feet wide, asphalt, with a 660 foot displaced threshold and in good condition; Runway 18/36 is 5,224 feet long by 100 feet wide, asphalt, in good condition, and is supported by a partial taxiway (50 feet wide) with MRL.

Sebring Regional (SEF) has an 18,450 square foot general aviation terminal building, which includes airport administration offices. There are 100 automobile parking spaces to serve the terminal building. There are currently several tie-downs for general aviation aircraft, as well as nine (9) commercial hangar bays with 80 T-hangar facilities on the airfield.

SEF has identified several initiatives as necessary to serve levels of demand in the near term, including the rehabilitation of Runway 14/32, improvement of Taxiway A-4, and the development of our commerce park. SEF had its most recent master plan completed in 2004. SEF is one of Florida's SATS Lab test sites. SEF desires to be one of Florida's high-tech aviation education and research centers, and is hopeful that it will help bring millions of dollars of aviation infrastructure and vehicle technologies to Florida. In addition, by providing a center for SATS experimentation, SEF believes it is helping Florida get a 3-5 year head start in the benefits of Small Aircraft Transportation Systems. SEF also has a contract with the Department of Defense for aircraft refueling, one of two civilian groups in the country trained to "hot fuel" helicopters (fueling while under power).

Current and Forecast Demand

GENERAL AVIATION

The largest plane that uses SEF on a regular basis is a Gulfstream IV. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is a D-II. General aviation aircraft constitutes a considerable portion of SEF's owned and based aircraft. FDOT inspection records show that there are 52 based general aviation aircraft. Of this total, approximately one percent of the based aircraft are stored on paved tie-downs, and 99 percent are in T-hangars or commercial hangars. The current FDOT Work Program for Sebring Regional Airport shows additional storage spaces.

Historic and forecast FDOT aviation activity information on file for the airport follows:

Sebring Regional Airport	2008	2013	2018	2028
Based Aircraft	52	56	61	72
General Aviation Operations	103,087	111,054	119,637	138,843
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.



COMMUNITY SERVICES

In its current role, Sebring Airport Authority (SAA) focuses primarily on serving the community and generating economic activity.

SAA has determined that it is a real estate development that contains an airport.

By focusing on economic development, SAA sees all types of commercial aeronautical activity and landside commerce happening. SEF could support Very Light Jet (VLJ) related air taxi operations. SAA has a positive outlook for the future role of the airport and does not see the airport limited by many constraints. SAA is not trying to create a recreational facility, but it would encourage the activity. SAA does support flight training and sees itself serving increased levels of flight training, air taxi operations, and recreational flying, and does not see itself being restricted by manmade or environmental factors, poor community relations, or financial shortfalls.

Flight training is a component of SEF's general aviation activity. Roughly 10 percent of the annual operations are related to flight training. There are two flight training businesses located on the airport. These businesses employ four flight instructors and have nine based aircraft dedicated to flight training. General aviation operations by corporate and business users are also common at the airport. SAA estimates that 60 percent of its annual general aviation operations are business-related. Approximately 10 percent of SEF's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include medical, aeronautical, racing, real estate, agricultural, and manufacturing businesses. SEF also attracts a number of transient or visiting general aviation aircraft. Visiting businesses that fly into SEF include service, government, medical, and professional companies. Approximately 60 percent of all visiting general aviation aircraft fall into the business jet category.

OTHER AIRPORT CHARACTERISTICS

Sebring Regional Airport supports a commerce park, located within the airport proper, of 1,300 acres with 30 percent of the land developed. While SEF does not have any based military aircraft, it does accommodate transient military operations. Sebring Regional Airport receives about 5,000 military operations a year from C-130's, AH-65's, and Chinook's.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

SEF provides Flight Training, Corporate, Recreational/Sport, and Business/Recreational (military, medical flights) services. SAA plans to expand flight training, recreational, and charter operations, and is a testbed for SATS. The analysis indicates that the airport is best suited for providing future services of Flight Training, Recreational/Sport, and Tourism (CA). It had marginal quotients for Corporate and Business/Recreational Services, mainly because of a lack of an air traffic control tower (Corporate), and its low socioeconomic index.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	

OKEECHOBEE COUNTY AIRPORT

OKEECHOBEE
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Okeechobee County Airport is located in Okeechobee County in South Florida, approximately 45 miles west of Port Saint Lucie. The primary highway access to the airport from the north and south is via US Routes 98 and 441. Access from the west and east is by State Routes 70 and 710. Other roads in the vicinity include State Route 78 and County Route 68.



Existing Facilities

Okeechobee County Airport is comprised of two active asphalt runways, 14/32 and 05/23. Runway 14/32 is 4,000 feet by 75 feet wide and Runway 05/23 is 5,000 feet by 100 feet wide, and in good condition having been repaved in 2003 and 2007, respectfully. Both runways have full parallel taxiways. Runway 5 and 23 have edge lights, PAPIs and RNAV (GPS) non-precision approaches. An Automated Weather Observation System (AWOS) provides weather data on 118.675 or 863-467-1148 or via the Internet. Adjacent to the airport's Terminal Building is the 198,000 square foot, lighted parking apron with aircraft tie-downs, which was repaved in 2007. The 24-hour, self-service, Fuel Farm, with two 12,000 gallon tanks of 100LL and Jet-A fuel, is located at the northwest corner of the Apron. The county owns and rents 10 T-hangars and 6 box hangars. All other hangars are privately owned on leased land. A 300kw emergency generator has been installed to ensure the airport's operational status for post-hurricane recovery operations. The airport Terminal contains the Okeechobee Jet Center FBO, the Landing Strip Café, and the airport manager's office. Other FBOs include a full-service A&P Shop, a single/light twin aircraft Paint Shop, and a medium/heavy aircraft interior renovation and paint shop. The Florida Department of Forestry has a fixed-wing and helicopter fire-fighting unit based at the airport.

The airport has identified several initiatives as necessary to serve levels of demand in the near term, including rehabilitation of Taxiway "A", and extension of Runway 05/23 to 6,000 feet. New runway lights and PAPIs on Runway 05/23, and PAPIs on Runway 14/32 will be installed in the fall of 2008.

The airport had its most recent master plan updated in 2007.

Current and Forecast Demand

GENERAL AVIATION

Okeechobee County Airport serves the general aviation needs of the local community. The airport serves corporate and recreational activity, as well as extensive training activity. The largest aircraft that use the airport regularly are Gulfstream II's. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-II (ARC B-II for Runway 14/32). There are 43 aircraft based at the airport. There is a waiting list for hangar space. The airport's FDOT Work Program includes new T-hangar storage spaces. Historic and forecast FDOT aviation activity information on file for Okeechobee County Airport is as follows:

Okeechobee County Airport	2009	2014	2019	2029
Based Aircraft	43	46	50	58
General Aviation Operations	50,000	55,747	62,155	77,266
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, Okeechobee County Airport serves the general aviation needs of the local population. There is a particularly high concentration of flight training at the field. Almost all activity on the airport is related to visiting aircraft. The airport has little or no charter or air taxi activity and has no FAR Part 135 operator at present. The two aircraft refinishing businesses at the field have significantly increased the frequency of transient business use. There is no cargo activity at the facility. There is significant industrial activity present and planned on the airport, with a 100-acre existing park and 200 acres still available for development.

OTHER AIRPORT CHARACTERISTICS

The airport's vision for its future is to attract more corporate and business aircraft. The Okeechobee Jet Center has proposed a new 14-acre, \$14 million privately funded FBO facility specifically designed for corporate and business aircraft. A proposal to commercially develop more hangars for rent and/or sale is presently being considered.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Recreational/Sport and Business/Recreational services. The airport is well prepared to host Part 135 charter operations.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		
Business		
Air Cargo		
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate		X
Tourism		X
Recreational / Sport	X	X
Business / Recreational	X	X